

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday December 11, 2001
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	Kevin Wallace, Mesa
Andrew Smith, ADOT	Andrew Cooper, Paradise Valley
David Cano for Jim Badowich, Avondale	Burton Charron, Peoria
*Lloyd Page, Chandler	*Bob Ronzo, Salt River Pima-Maricopa
*Shane Dille, Gila Bend	Indian Community
*Bruce Ward, Gilbert	Aaron Iverson, Scottsdale
Dan Sherwood, Glendale	Brian Pirooz, Surprise
Charles Hydeman, Goodyear	Larry Shobe, Tempe
Jim Ricker, Guadalupe	*Ralph Velez, Tolleson
*Doug Pike, Litchfield Park	*Jesse Mendez, Youngtown
Daryl Racz for Chris Plumb, Maricopa County	

* Members neither present nor represented by Proxy

OTHERS PRESENT

Paul Ward, MAG	Stephen Tate, MAG
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1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:30 p.m.

2. Approval of the November 13, 2001, Meeting and November 26, 2001, Special Meeting Minutes

The minutes for both of these meetings were unanimously approved.

3. Call to the Audience and Stakeholders

No members of the public expressed a desire to address the Committee.

4. Transportation Programming Manager's Report

Paul Ward briefed the Committee on recent MAG activities and indicated that he would be on vacation in the United Kingdom for the next few weeks. He recommended that members contact Stephen Tate, if they had any questions, during his absence.

5. Report on the Prioritization of Federal Funded Street Project Requests for Inclusion in FY 2007 of the Draft FY 2003-2007 MAG TIP

Mr. Ward briefed the Committee on actions taken at the Transportation Review Committee (TRC) meeting that was held earlier in the day. He indicated that the Committee recommendation for Street projects had been well received, but additional changes to project priorities may be made by the TRC or other higher level committees.

6. FY 2003-2007 MAG Transportation Improvement Program Data Entry Software

Mr. Tate briefly described changes to the MAG Transportation Improvement Program data entry software. He indicated that MAG air quality staff wanted to more closely monitor locally funded dirt road paving projects to better ensure that MAG achieved air quality conformity. He noted that the software now included questions concerning the ADT and local agency particulate matter plan commitments concerning dirt road paving. He also indicated that MAG air quality staff may need to directly contact local agencies to obtain formal commitments concerning these projects.

Dan Sherwood noted that local agencies were not required to include in the Transportation Improvement Program (TIP) the construction of facilities functionally classifiable below that of arterial streets. He suggested that reporting of dirt road paving could result in the inclusion of lower level facilities in the TIP and that this could result in a substantial increase in the work load of member agencies. Mr. Ward agreed that only projects that are funded from Title 23 sources or those that are regionally significant must be included in the TIP and that the inclusion of other projects is purely voluntary. To be regionally significant, a project must add through lane capacity to a grid square mile street, for half a mile or more. However, he pointed out that including such lower level dirt road paving projects would result in air quality benefits for the region.

Mr. Tate concluded his presentation by handing out instructions for installing and operating the software and indicated that the updates to the TIP were due to MAG staff by January 18, 2002.

7. Advance Construction Policies

The Chairman introduced the agenda item, noting that it had been carried forward from the previous Street Committee agenda on November 11, 2001. Mr. Tate passed out a memo concerning advanced construction policies and briefly addressed the topic. He noted that advanced construction referred to the practice of using local funding to construct a federally funded project in advance of when it is programmed in the TIP. To advance construct a project, the local agency first obtains the approval of Federal Highway Administration through ADOT. This requires completing all the federal requirements necessary to obligate a federally funded project. Once this approval has been received the agency may use its funds to construct the project. The local agency would be reimbursed for local funds in the year in which the project is programmed for federal funds. Mr. Tate stressed that an agency must receive formal approval to proceed from ADOT **prior** to expending local funding, in order to be eligible for federal reimbursement.

Mr. Ward indicated that this was another tool for local agencies to advance their projects. It was noted that Gilbert and Mesa were already using this process. Mr. Ward also noted that, in addition to using local funds to advance construct projects already programmed with federal funds, agencies MAY also be able to advance the repayment from the year originally programmed for repayment. However, he warned that advancing the repayment would not necessarily be given preferential

treatment for available Federal funds. Charles Hydeman indicated that Goodyear might also wish to advance construct some projects.

8. Federally Funded Program FYs 2002 Through FY 2003

Mr. Tate referred to the status report in the packet and asked members if they had any changes to report. Mr. Hydeman indicated that progress had been made on his ITS project and that Goodyear was reconsidering its bicycle project.

9. Adjournment

The meeting was adjourned at 2:01 p.m.